



**Washington State
Department of Transportation**

First Mile Last Mile Connections Grant 2019-2021 Application

Program Goals

Improve the beginning or end of an individual trip to public transit services.

Study and evaluate how different first mile last mile solutions affect access to public transportation services.

Project Title

Enhancing Pedestrian Facilities Connecting to Tribal Transit

Project Summary

This project will safely enhance the Tribal transit pedestrian facility services that connects riders to existing bus stops. Pahto Public Passage is operated by Yakama Nation (YN) Tribal Transit covering the cities of Toppenish, Wapato, Harrah, and also the unincorporated towns of White Swan and Brownstown. Pahto Public Passage is essential to Yakama Nation residents' daily commute. According to crash data from WSDOT and FARS, Yakama Nation has the highest pedestrian fatality in the state of Washington.

Currently, Pahto Public Passage operates 22 bus stops on Yakama Nation, which connects the essential living and working areas of the towns. As walking is still the most basic type of transportation for tribal residents, especially in the rural area, most riders travel to bus stops on foot. However, the lack of pedestrian facilities on roadways connecting the bus stops make these trips very dangerous. For instance, most roadways lack sidewalks requiring pedestrians to walk on the street with vehicles. Many intersections lack pedestrian signals, crossings and even pavement markings. While heavy fogs are common on Yakama Nation, even during daytime pedestrian visibility is limited as most roadways lack sufficient street lighting. Many bus stops lack the appropriate shelters and adequate room to load wheelchairs, etc. These issues create difficulties for riders, especially those with disabilities and other specific conditions, and result in low transit ridership.

The Yakama Nation Tribal Council adopted the Safety Management Plan that recognizes the issues listed above. Yakama Nation Department of Natural Resource (DNR) Engineering proposes to improve these pedestrian facilities on roadways connecting to tribal transit and believes this is a critical step to enhance current transit services. In addition, Yakama Nation DNR Engineering team will collaborate with transportation researchers from the University of Washington to complete the proposed tasks.

Specifically, the major tasks of the proposed project will include:

1. evaluation of existing pedestrian facilities connecting to bus stops
2. conduct cost/benefit analysis of countermeasures to improve pedestrian safety conditions
3. implement cost-effective countermeasures, outreach and education to promote use of public transit
4. collect before/after transit ridership data and transit riders' feedback to measure performance of implemented countermeasures

Countermeasures will include, but not limited to, the following:

1. sidewalks
2. pavement markings enhancement
3. pedestrian crossings at intersections
4. roadway lighting improvements
5. improvement of roadways near transit stops: ensure access to and from stops (sidewalks, markings, etc.), adequate room to load wheelchairs, etc.
6. curb ramps which will benefit people using wheelchairs, crutches, bicycles, etc.
7. pedestrian signs/signals, etc.

This application is supported by Yakima Valley Conference of Governments (YVCOG). YVCOG is the federally designated Metropolitan Planning Organization (MPO) and the state-designated Regional Transportation Planning Organization (RTPO) for the Yakima Valley region. This application is consistent with the region's improvement goals and the Yakima Valley Metropolitan & Regional Transportation Plan (M/RTP) 2020-2045. These proposed activities align well with the M/RTP priorities of safety, transit enhancement, and transportation demand management. YVCOG welcomes the opportunity for promoting and assisting with stakeholder outreach activities related to this project.

In addition, this application is supported by the Northwest Portland Area Indian Health Board (NPAIHB). NPAIHB is a nonprofit tribal organization serving the 43 tribes of Idaho, Oregon, and Washington with a mission to eliminate health disparities and improve the quality of life of American Indians and Alaska Natives (AI/AN). As a public health authority, Northwest Tribal Epidemiology Center at NPAIHB fully supports the endeavor to increase safe and equal access to public and tribal transportation systems.

Increasing safe access to public and tribal transportation will make shared transit a viable option, potentially reduce the number of vehicles on the roadways, and create safe spaces for pedestrians to access transit. The EpiCenter will provide data support for both planning and evaluation of this project, including mapping motor vehicle-related crashes for both cyclist and pedestrian involved incidents, and tracking motor vehicle related fatalities, hospitalizations, and emergency room visits. This project addresses an urgent need to keep cyclists and pedestrians safe, while increasing quality of life for all citizens and visitors to the area and Yakama Nation is excited to lend our support and technical assistance to this cause.

WSDOT Role: The South Central Region supports Yakama Nation DNR Engineering's efforts to obtain WSDOT's First Mile/Last Mile Connections Grant. The proposal to improve pedestrian safety to and from transit stops along US 97 aligns with WSDOT's goals to improve the corridor. WSDOT will continue shared community engagement outreach and follow through with US 97 corridor improvement project in coordination with the Yakama Nation. This area has a history of pedestrian fatalities and there is an urgency to find viable engineering solutions and financial support.

Lead Organization Yakama Nation DNR Engineering		
Federal Tax ID Number 91-0576808		DUNS Number 803886300

This information should match the financial information in question 16.			
Dollar Amount of Grant Request for 2019-2021 \$500,000.00	Total Project Cost \$500,000.00	Local Match	Percentage of Project Total Cost

State Legislative District(s) 13, 14, 15	County/Counties Yakima, Klickitat
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List each of the project partners that will have a role in the project. Describe their role and their type of organization.	
Project Partner Name University of Washington	Type of Organization (i.e. tribe, public sector, private sector) Institution of higher education and research
Role Partner. University of Washington (UW) team will support Yakama Nation experts in conducting pedestrian safety evaluation regarding the first/last mile of the public transit service, Pahto Public Passage. Besides, UW team will support Yakama Nation team to perform cost-effective analysis of countermeasures to improve safety and accessibility of pedestrian to their trips connecting with Pahto Public Passage in Toppenish. In addition, UW team will support outreach and education activities to tribal residents promoting use of transit service.	
Project Partner Name Yakama Nation Tribal Traffic Safety Committee	Type of Organization (i.e. tribe, public sector, private sector) Public
Role The committee is made up of different departments of Yakama Nation: including but not limited to Pahto Passage Transit, DNR Engineering, White Swan Ambulance, YN Police Department, YN Tribal Courts, Indian Health Services, WSDOT, Yakima County Roads Dept, Toppenish City, Union Gap City, Yakima Greenway Foundation, Wapato City, Union Gap City, Yakima Valley Conference of Governments and is open to all community members who live within the reservation boundary. Members of YNTTSC also participate in DRYVE, TRANS-Action, YVCOG and other associations.	
Project Partner Name	Type of Organization (i.e. tribe, public sector, private sector)
Role	
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Role	
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Role	
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Role	

Mailing Address PO BOX 151		City TOPPENISH	State WA	Zip Code 98948
Billing Address (if different from mailing address)		City	State	Zip Code
Grant Administrator STACY MCKAY	Phone Number 509/865-5121		Grant Administrator Email STACY_MCKAY@YAKAMA.COM	
Billing Contact LIZ CAPATILLO	Billing Contact Phone Number 509/865-5121		Billing Contact Email LIZ_CAPATILLO@YAKAMA.COM	

Qualitative Description of Needs (25 points)

1. Describe the first-last mile to transit service you propose:

- a. *Service and/or facilities you will provide.* Examples include: active transportation facilities (e.g. bicycle lockers and racks), bike share, carpool, demand response transportation, education, deviated fixed route transit, incentives, marketing, paratransit, parking management, ridehail, shuttle, transit pass subsidies, vanpool, vanshare. Please note that emergency or guaranteed ride home services and expanding single occupancy vehicle parking are not eligible.
- b. *Location and/or first-last mile service area*
- c. *Existing transit service your service connects to*
- d. *Transportation gap your proposal is intended to address*

a. Service and/or facilities you will provide.

Enhanced pedestrian facilities to provide pedestrian with safe access to bus stops, such as

1. sidewalks
2. pavement markings enhancement
3. pedestrian crossing at intersections
4. roadway lighting improvements
5. improvement of roadways near transit stops: ensure access to and from stops (sidewalks, markings, etc.), adequate room to load wheelchairs, etc.
6. ADA curb ramps which will benefit people using wheelchairs, crutches, bicycles, etc.
7. pedestrian signs/signals, etc.

In addition, with safer pedestrian facilities developed, this project proposes to conduct outreach and education activities to promote the use the tribal transit services.

b. Location and/or first-last mile service area

The location is Yakama Nation and the first-last mile service area is the roadways connecting to the bus stops from nearby residential areas, schools, hospitals, farms, and working areas, etc.

c. Existing transit service your service connects to

Pahto Public Passage which operates fixed-route bus services on Yakama Nation Reservation, including the cities of Toppenish, Wapato, Harrah, Union Gap and also the towns of White Swan and Brownstown.

d. Transportation gap your proposal is intended to address

Yakama Nation has the highest burden of pedestrian deaths in Washington State, with 91 pedestrian killed by motor vehicles over the last 18 years, which equals a fatality rate of 2.1 per 100,000 persons for the time period, compared to 1.3 per 100,000 for the rest of Washington State. Currently, Pahto Public Passage operates fixed-route transit services with 22 bus stops on Yakama Nation. These stops are critical to the essential daily commute of tribal and non-tribal residents. As walking is still the most common type of transportation in tribal and rural areas, most transit riders go to bus stops by foot, however, the lack of appropriate pedestrian facilities have been making these trips dangerous and making the transit service less appealing to many residents. For instance, many roadways connecting these bus stops do not have pedestrian sidewalks and people in many occasions basically have to walk on street with vehicles. Several intersections lack pedestrian signals, crossings and pavement markings. Most roadways lack sufficient lightings, while heavy fogs are common on Yakama Nation, even during daytime, the visibility could be quite limited. Many bus stops lack appropriate shelters and adequate room to load wheelchairs, etc. This proposed project aims to improve the pedestrian facilities on roadways connecting bus stops. In addition, this proposed project will engage in outreach and education activities to promote the use of public transit in the tribal area. A survey conducted last year by Yakama Nation showed over 80% of community members surveyed, requested that Pedestrian issues be addressed on the reservation.

Discussion of Benefits (20 points)

2. *Describe how the proposed services will be open & accessible to the public in an equitable manner.* Include any grant eligibility requirements

The proposed activities to improve pedestrian facilities on roadways connecting bus stops will benefit anyone using the transit services, including Yakama Nation residents as well as visitors. It is clear that the enhanced pedestrian facilities are open to the general public and without regard to race, color, or national origin.

3. *Describe the benefits this project would provide.* Discuss how the project will improve connections to public transportation, market potential, enhance access to destinations.

While it is important to expand transit services to include more stops and routes, the often overlooked aspect, to ensure that the riders have safe access to bus stops from resident areas, schools, farms, offices, etc. will also have great impact on the ridership and overall performance of transit services. In fact, providing safe access to bus stops should be the first and foremost step to enhance any types of transit services, especially in tribal and rural areas. Since most transit riders walk to bus stops, appropriate pedestrian facilities are required to make their trips to the public transit services safe and accessible. In addition, safe access to public transit will encourage more people utilizing transit services, which will result in fewer vehicles on the roadways and safer conditions for the transit riders making their first-last mile trips to bus stops. In addition, outreach and education activities to promote the use of public transit will be conducted, the proposed project will benefit all residents by encouraging more people to use the safer and cleaner transportation approach.

Social Justice/Equity (20 points)

4. *How does the project advance efficiencies in, accessibility to, or coordination of transportation services provided to persons with special transportation needs?* Provide information about how your project provides equal opportunities to disadvantaged populations, including: persons with disabilities, low-income populations, veterans, persons over 65 and over 85 years of age.

The proposed project will greatly benefit people with special transportation needs. In fact, the lack of pedestrian facilities causes extreme difficulties for the disadvantaged populations to access transit services. Comparing to normal individuals, it is quite clear that the disadvantaged populations, such as children, aged persons, people with disabilities are more vulnerable walking on roadways without appropriate pedestrian facilities. Besides, as low-income populations are more likely to walk to bus stops instead of driving personal vehicles, they are also considered the direct beneficiaries of this project. The enhanced pedestrian facilities proposed will make tremendous efforts to ensure equity towards safe access to public transit services.

Goals and Metrics (15 points)

5. *How will your organization measure whether the project is successful and improves the efficiency and effectiveness of getting to fixed route public transportation?* Describe the quantitative and qualitative measures.

As part of your measures, you must select at least one of the following:

- Change in transit ridership
- Number of first-last mile trips provided
- Number of passenger miles via first-last mile service provided

Change in transit ridership is selected as the performance measure of the proposed activities. Transit ridership before and after implementation of countermeasures will be collected from Pahto Public Passage to measure the project's impact on the transit service. In addition, the project will also collect feedback from transit riders as qualitative measures. Through the proposed project's efforts in enhancing pedestrian facilities connecting to bus stops and outreach and education activities promoting the use of transit services, it is reasonable to foresee a jump in transit ridership for Pahto Public Passage.

Wages and Healthcare (10 points)

6. *Organization size.* Do you have 50 or more full-time employees based in Washington state?

☒ Yes

☐ No

7. *Minimum Wage.* Does your organization provide a minimum wage for employees and independent contractors?

☒ Yes: \$9.47

☐ Yes, for employees only: \$

☐ No

8. *Healthcare.* Does your organization provide healthcare benefits to your employees and independent contractors?

- ☐ No
- ☐ No, but provide additional compensation to employees and independent contractors for healthcare
- ☐ Yes, included in hourly wage compensation for employees and independent contractors
- ☒ Yes, included in employee benefits package for employees and independent contractors
- ☐ Other:

Readiness to Proceed (10 points)

9. *Discuss readiness to proceed. Describe:*

- a. When the project would introduce service to the public, and
- b. How the project could provide preliminary performance data (change in transit ridership, number of first-last mile trips provided, etc.) by December 31, 2020.

The lead organization of the proposed project, Yakama Nation DNR Engineering, has recognized the importance to improve pedestrian safety within the lands of Yakama Nation. Yakama Nation DNR Engineering team has been involved in many projects aiming to reduce pedestrian fatalities. Yakama Nation as a result of adopting a Safety Management Plan has adopted a Tribal Resolution, "Target Zero" and implemented a Tribal Traffic Safety Committee and a Tribal Traffic Safety Coordinator. In this case, the issues and proposed countermeasures are already very well known, and the project team will work on enhancing pedestrian facilities on roadways connecting bus stops immediately upon notice of award. In the meantime, the project team will also work on outreach and education activities to promote use of transit services. It is expected to see a clear increase in ridership for Pahto Public transit service by December 31, 2020.

10. *Identify the project staff for this project and their technical capacity. What type of experience do these individuals have with service delivery and grant management?*

Yakama Nation: HollyAnna DeCoteau Littlebull has worked in the public safety sector for thirty years, serving in various capacities as a medic, firefighter, police officer, and a roads supervisor. She is currently the Tribal Traffic Safety Coordinator for Yakama Nation DNR Engineering Program. HollyAnna's vast experience working in the "four E's of safety"—Engineering, Enforcement, Education and Emergency Response— gives her a unique perspective on best practices that play a critical role in safety effectiveness and emergency management. She is proficient in implementing and improving safety strategies that include environmental, behavioral, and policy and protocol efforts. She is also an expert in strategic planning, hazard mitigation, emergency preparedness, response and recovery. Hollyanna has authored and co-authored Washington State laws and tribal codes including, a critically needed child restraint law. On a national level, she has formerly served as a Patient Representative for the Food and Drug Administration, Washington State Co-Chair for the Patient Advocate Foundation and a Tribal Liaison for Patients/ EMT/ Nurses/ Doctors in rural America. HollyAnna currently serves on the Advisory Committee for the Northwest Tribal EpiCenter Collaboration to improve the use of data relating to motor vehicle injuries.

Al Pinkham, Engineering Planner, DNR Engineering, acts as the tribes Transportation Planner, while assisting with review and documentation for environmental clearance, right-of-way acquisition and construction contracts. Works with tribal programs and local agencies and participates on various committees and organizations to improve transportation needs on the Yakama Reservation. Previously worked for the BIA Yakama Agency Branch of Roads as a Civil Engineering Technician (1978 – 2010) at various grade levels and responsibilities in the field of Highway Engineering. Yakama Nation assumes the performances of all Tribal Transportation Program functions under a Program Agreement with the Bureau of Indian Affairs and in accordance with 25 CFR Part 170 Final Rule.

Portia Shields, Data Coordinator, Yakama Nation DNR Engineering. Portia has worked for the Yakama Nation in various capacities for over 25 years. She assists the DNR Engineering office with data research, GIS data input and is an active participant of the Yakama Nation's Tribal Traffic Safety Committee.

Dwyane Valentine, PE. Civil Engineer registered in Idaho and Washington. Yakama Nation Transportation Engineer 12 years. Plan, Design and Implements roadway projects for YN. Develop and Implement Roadway maintenance. Right-Of-Way acquisition, Agency coordination between YN, State County and City jurisdictions. Member of TTSC. Oversee grant compliance, funding and personel for Tribal Trasportaion Program.

Richard Dills, P.E., S.E. YN DNR Manager - Yakama Nation Engineering: Responsible for engineering budgeting, staffing, studies and programing, data collection and reporting, design oversight and project delivery under the guidance of Deputy Superintendent of Yakama Nation Department of Natural Resources. Responsibilities include two main programing areas; 1. Wapato Irrigation Project, an approximately 130,000 acre Bureau of Indian Affairs irrigation project located on Yakama Nation. 2. Oversees all aspect of grant performances of Tribal Transportation Program and Tribal Traffic Safety on the approximately 1,200 miles of roads and associated bridge in the Open Area of Yakama Nation.

Yakama Nation Grants and Contracts Office. Kathy Batin and Stacy McKay are grant managers and oversee all grants and contracts for the all departments of Yakama Nation.

University of Washington:

Dr. Yin Hai Wang is a professor in transportation engineering and the founding director of the Smart Transportation Applications and Research Laboratory (STAR Lab) at the University of Washington (UW). He also serves as director for Pacific Northwest Transportation Consortium (PacTrans), USDOT University Transportation Center for

Readiness to Proceed (10 points)

Federal Region 10. Dr. Wang is an expert in transportation safety, traffic sensing and operations. He was principal investigator for over 80 research projects with a total amount of funding over 60 million dollars. Dr. Wang and his team's expertise in traffic safety will greatly benefit the project's goal to ensure safe access to transit services.

11. *Milestones and activities.* Describe the major milestones for the project, including project start, provision of public service, public events, anticipated measurement activities, progress reports, completion date, etc.
The major milestones and activities of the proposed project are as follows.

Project start & kickoff meeting: upon notice of award, the project team will host a kickoff meeting to ensure a comprehensive understanding of the objectives, tasks and schedule, expected outcomes, and partners' roles throughout the project. Tribal Traffic Safety Committee members will be invited to attend the kickoff meeting to identify and clarify the requirements of the project. Additional communication checkpoints and work coordination is anticipated and meetings will be called for as necessary.

Collect before performance measure data: as the proposed project selects transit ridership as the performance measure. The project team will collect the ridership data from Pahto Public transit before the implementation of the proposed countermeasures.

Evaluation of existing pedestrian facilities: the project team will perform a comprehensive evaluation of the existing pedestrian facilities of the roadways connecting to bus stops from the critical residential areas, schools, hospitals, farms, etc. The project team's previous experience in evaluating the pedestrian safety conditions of the roadways in Yakama Nation will ensure the completion of this task.

Cost/benefit analysis of countermeasures: the project team will perform a cost/benefit analysis of the countermeasures to enhance the pedestrian facilities. Based on the evaluation results from previous task, the project team will estimate the cost of various countermeasures at specific locations of roadways and select specific countermeasure based on pedestrian safety impact as well as the budget.

Implementation of cost-effective countermeasures: once the countermeasures are selected for specific roadways connecting to bus stops, the project team will implement these proposed cost-effective countermeasures. The order of implementation will be based on priorities decided in the cost/benefit analysis regarding urgency of needs and effectiveness of these countermeasure.

Outreach & education of public transit: the project team will actually start working on the education activities as soon as the project starts. Specifically, to conduct webinars and workshops that promote the use of transit and how transit instead of personal vehicles could reduce traffic incidents and pollution, etc. As the project team completed the implementation of the pedestrian safety countermeasures, outreach activities such as conference, seminars, workshops will be arranged to the public to make more people aware of the enhanced pedestrian facilities.

Collect after performance measure data: after the implementation of the countermeasures, the project team will collect the ridership data of Pahto Public transit and compare it with the before ridership data.

Final report submission & project completion: the project team will submit a final report prior to the project completion date. The report will document the activities and findings of this project.

12. *Project Budget.* Describe each project element and its cost details. These may include marketing, staff time, services, acquisition, incentives, etc.
Twenty percent to analysis/evaluate (any residual budget to be moved to education/implementation), sixty five percent to education and implementation of countermeasures, fifteen percent to post-evaluation data/review (any residual funding would go to education/implementation).
13. *Project Partners.* List any planned project partners (including sub-recipients and/or contractors), by name or by type. Describe the role of your project partners, if awarded.
University of Washington.
The UW team's expertise in pedestrian and roadway safety will ensure the selection and implementation of the most cost-effective countermeasures to improve the safety and accessibility of pedestrian facilities that connect riders to Pahto Public transit services. Specifically, the University of Washington will support Yakama Department of Natural Resources Engineering for pedestrian safety data collection, pedestrian facility safety & accessibility analysis, countermeasure analysis, etc.

Other Questions (No points)

14. *Scalability.* Describe how the project could proceed with more or less funding than the amount requested. How could the project scale?

Readiness to Proceed (10 points)

The proposed project has relatively strong scalability as the countermeasures to enhance the pedestrian facilities have different costs, so the amount of funding will affect the selection of countermeasures, but any countermeasure implementation would make great difference here. We already know that one project if improved to the best countermeasures possible would cost in excess of One million Dollars, we already have made adjustments to scale back to a realistic cost effective countermeasure.

15. Fill in the appropriate milestone for your project (e.g., project start, various project elements, planning dates, completion date). In the last column, enter specific descriptions about the activity.

Milestone	Date	Activity
Project start & kickoff meeting	6/30/2020	Upon notice of award, the project team will host a kickoff meeting to ensure a comprehensive understanding of the objectives, tasks and schedule, expected outcomes, and partners' roles throughout the project. WSDOT project staff will be invited to attend the kickoff meeting to identify and clarify the requirements of the project. Additional communication checkpoints and work coordination is anticipated and meetings will be called for as necessary.
Collect before performance measure data	7/6/2020	The project team will collect the ridership data from Pahto Public transit before the implementation of the proposed countermeasures.
Evaluation of existing pedestrian facilities	7/13/2020	The project team will perform a comprehensive evaluation of the existing pedestrian facilities of the roadways connecting to the bus stops from the critical residential areas, schools, hospitals, farms, etc. The project team's previous experience in evaluating the pedestrian safety conditions of the roadways in Yakama Nation will ensure the completion of this task.
Cost/benefit analysis of countermeasures	8/3/2020	The project team will perform a cost/benefit analysis of the countermeasures to enhance the pedestrian facilities. Based on the evaluation results from previous task, the project team will estimate the cost of various countermeasures at specific locations of the roadways and select the countermeasure based on its impact on pedestrian safety as well as the budget.
Implementation of cost-effective countermeasures	9/7/2020	Once the countermeasures are selected for specific roadways connecting to the bus stops, the project team will implement these proposed cost-effective countermeasures. The order of implementation will be based on priorities decided in the cost/benefit analysis task regarding to the urgency of needs and effectiveness of these countermeasures.
Outreach & education of public transit	2/8/2020	The project team will actually start working on the education activities as soon as the project starts. Specifically, to conduct webinars and workshops that promote the use of transit and how transit instead of personal vehicles could reduce traffic incidents and pollution, etc. As the project team completed the implementation of the pedestrian safety countermeasures, outreach activities such as conference, seminars, workshops will be arranged to the public to make more people aware of the enhanced pedestrian facilities.
Collect after performance measure data	5/3/2021	After the implementation of the countermeasures, the project team will collect the ridership data of Pahto Public transit and compare it with the before ridership data.

Readiness to Proceed (10 points)		
Final report submission & project completion	6/30/2021	The project team will submit a final report prior to the project completion date. The report will document the activities and findings of this project

Financial Information

16. Complete the following information for this project.

Project Element		Budget
Pre-analysis, evaluation of sites		\$100,000.00
Education		\$10,000.00
Implementation/Countermeasures		\$315,000.00
Post-analysis, evaluation of sites		\$75,000.00
TOTAL PROJECTED COST		\$500,000.00
Source of Local Match:		
LOCAL MATCH TOTAL		
LOCAL MATCH PERCENT		
	GRANT REQUEST AMOUNT	\$500,000.00

Application Authority

17. This application must be certified by someone authorized or delegated to sign contracts on behalf of your organization, such as General Manager or CEO. Applications submitted without the checkbox selected will be rejected by WSDOT and will not be considered for grant funding.

☐ I certify, to the best of my knowledge, that the information in this application is true and accurate.

Name

Title

Date

May 11, 2020

WSDOT – Public Transportation Division
PO Box 47387
Olympia, WA 98504

To whom it may concern:

My name is Todd Trepanier, and I am the Region Administrator for the Washington State Department of Transportation (WSDOT) in the South Central Region. My Region has worked closely with Yakama Nation DNR Engineering over the years and since the creation of the Tribal Traffic Safety Committee (TTSC) in 2017, my staff has supported their strides to facilitate safer travel throughout Yakima County. Prior to COVID-19, we worked side-by-side at fairs, parades, open houses and monthly check-in meetings sharing educational messages and developing low cost safety improvements along the US 97 corridor. Moving forward, we are confident we will continue our shared community engagement outreach and follow through with our US 97 corridor improvement plans in coordination with the Yakama Nation.

The South Central Region is in support of Yakama Nation DNR Engineering's effort to obtain WSDOT's First Mile/Last Mile Connections Grant. Their proposal to improve pedestrian safety to and from transit stops along US 97 aligns with our goals to improve the corridor. This area is prone to pedestrian fatalities and there is an urgency to find viable engineering solutions and financial support.

If you have any questions, please contact Brian White, Assistant Region Administrator for Construction and Design, at 509-945-3680.

Sincerely,

Todd V. Trepanier

Todd V. Trepanier, P.E.
Region Administrator
WSDOT – South Central Region



**NORTHWEST
PORTLAND
AREA
INDIAN
HEALTH
BOARD**

Burns –Paiute Tribe
Chehalis Tribe
Coeur d'Alene Tribe
Colville Tribe
Coos, Suislaw &
Lower Umpqua Tribe
Coquille Tribe
Cow Creek Tribe
Cowlitz Tribe
Grand Ronde Tribe
Hoh Tribe
Jamestown S'Klallam Tribe
Kalispel Tribe
Klamath Tribe
Kootenai Tribe
Lower Elwha Tribe
Lummi Tribe
Makah Tribe
Muckleshoot Tribe
Nez Perce Tribe
Nisqually Tribe
Nooksack Tribe
NW Band of Shoshoni Tribe
Port Gamble S'Klallam Tribe
Puyallup Tribe
Quileute Tribe
Quinalt Tribe
Samish Indian Nation
Sauk-Suiattle Tribe
Shoalwater Bay Tribe
Shoshone-Bannock Tribe
Siletz Tribe
Skokomish Tribe
Snoqualmie Tribe
Spokane Tribe
Squaxin Island Tribe
Stillaguamish Tribe
Suquamish Tribe
Swinomish Tribe
Tulalip Tribe
Umatilla Tribe
Upper Skagit Tribe
Warm Springs Tribe
Yakama Nation

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Portland, OR 97201
Phone: (503) 228-4185
Fax: (503) 228-8182
www.npaihb.org

May 1, 2020

Yakama Nation Tribal Council
Chairman JoDe Goudy
PO Box 151
Toppenish, WA, 98948

RE: Support for First Mile/Last Mile Connections Grant Program

Dear Yakama Nation Tribal Council:

I am writing to support Yakama Nation's First Mile/Last Mile Connections Grant application to plan for increased safe access to public and tribal transportation. Northwest Portland Area Indian Health Board (NPAIHB) is a nonprofit tribal organization serving the 43 tribes of Idaho, Oregon, with a mission to eliminate health disparities and improve the quality of life of American Indians and Alaska Natives (AI/AN). As a public health authority, The Northwest Tribal Epidemiology Center at NPAIHB fully supports the endeavor to increase safe and equal access to public and tribal transportation systems.

Yakima County has an extremely high Motor Vehicle Injury fatality rate, with 16.9 deaths per 100,000 population (702 deaths) from 1999-2016, compared to a rate of 9.8 per 100,000 for Washington State as whole during the same time period. AI/ANs are disproportionately affected by motor vehicle deaths; AI/ANs account for 20% of these motor vehicle-related deaths, and only comprise 4% of the county population. **Yakima County has the highest burden of pedestrian deaths in Washington State, with 91 pedestrians killed by motor vehicles over an 18-year period.** This equates to a fatality rate of 2.1 per 100,000 persons for the time period, compared to 1.3 per 100,000 for the rest of Washington State. Eight bicyclists were killed by motor vehicles during this same time period.

These fatalities are both devastating and preventable, and the proposed project addresses this issue directly. Increasing safe access to public and tribal transportation will make shared transit a viable option, can potentially reduce the number of vehicles on the roads, and create safe spaces for pedestrians to access transit. The EpiCenter will provide data support for both planning and evaluation of this project, including mapping motor vehicle-related crashes for both cyclist-involved and pedestrian-involved incidents, and tracking motor vehicle related fatalities, hospitalizations, and emergency room visits. This project addresses an urgent need to keep cyclists and pedestrians safe, while increasing quality of life for all citizens and visitors to the area and we are excited to lend our support and technical assistance to this cause.

Sincerely,

Nicole Holdaway Smith
Senior Biostatistician
nsmith@npaihb.org
Direct: 503.416.3292